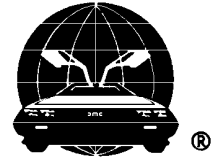


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DeLorean Owners Association Regional Chapter 41



April 3, 1997

All That Glitters...

by Barb Puchy

When my boyfriend, Lee and I took a short 3-day vacation to Reno-Lake Tahoe in early February, I expected to see a beautiful lake, mountains, lots of snow and casinos. To my surprise and delight, I saw that and more!

We spent the first two days driving around Lake Tahoe and taking in the spectacular scenery. (This would be a great place to drive a DeLorean!) The last day of our trip was spent touring the National Automobile Museum in Reno. The museum displays over 200 antique, vintage, classic and "special interest" cars. I was thinking they **must** have a DeLorean in this place. However, I noticed that the most recent cars they had displayed were from the 1970's.

Just as I thought I wouldn't see one, Lee spots a **24 Karat gold-plated DeLorean!** As you imagine, I was very excited and thrilled at the site of such an unusual and absolutely stunning car (as Knut could tell you, I was **very** excited even when I first saw his stainless steel "*silver*" DeLorean). Personally, I don't care for the tan "saddle" leather interior as much as I do the black color of my DeLorean's leather, but I was in awe of the beautiful shiny gold exterior!



Only three gold-plated Deloreans were made. The 1981 car I saw in Reno has VIN number 4300 and 1,442 miles on the odometer. It features a 5-speed manual transmission and the “saddle” leather seats (see photos). According to the plaque, the car was donated to the museum by Sherwood Marshall for insurance reasons. The plaque indicated that the estimated cost to repair a single door was \$24,000. Some estimates place the value of the car in the neighborhood of \$175,000 (keep in mind that a “value” requires someone willing to buy it at that price).

The second gold-plated DeLorean, VIN 4301, was sold to a Texas banker who displays the car in the lobby of his bank in Synder, Texas. This car also supposedly has a 5-speed manual transmissions, however, this car has the black leather interior. These first two gold plated DeLoreans were sold through the American Express Gold card Christmas catalog in a promotional offer.

The third gold-plated DeLorean, VIN 20105, is a 1983 automatic model, with the tan “saddle” leather interior. This car has the distinction of being the final DMC produced and was assembled on Christmas eve 1982. This car was subsequently offered in a promotional drawing by a department store and has traded hands a few times. It is currently held by a gentleman in Maryland (*Ed: See sidebar*).

If you go to the Reno area, the National Auto Museum is definitely a must see! In addition to the gold-plated DeLorean, I really did find the rest of the museum very interesting and fun! If anyone wants further information about location, times, admission prices and what the Museum and/or the Lake Tahoe area offers, feel free to contact me. I have plenty of maps, information and other car and scenic pictures I would be glad to share.



Ed: Barb Puchy is Chapter 41 secretary and can be reached through Knut.

Editor's Note

More information on the gold DeLoreans can be found in the article, “The End of the Rainbow-Gold” by Everen T. Brown in Volume 10, No. 2, 1993, issue of “*Delorean World*”.

Have you ever wondered how the defunct DeLorean Motor Company and its liquidators could afford to gold plate the last car manufactured just to turn around and raffle it off in a publicity stunt? According to Jim Rose of one of the largest DMC dealerships, American Express required DMC to keep a spare set of gold plated body panels on hand in the event one of the AmEx gold cars required servicing. The spare set of gold panels were used in assembling the final DMC-12. The department store that raffled off the last DeLorean was a subsidiary of Consolidated (now KAPAC). I am in touch with a friend of the current owner of VIN 20105. If you have particular questions you would like answered about this car, I will forward them to him.

Happenings

by Knut Grimsrud

Although the weather during the Kell's Irish St. Patrick's Day Festival was predictably poor, our reception was warmer than ever. In addition to having complimentary exhibit space, Kell's went two better by not only providing us indoor exhibit space complete with velvet ropes, but also heavily discounting lunches for the entire group in the restaurant.

I discovered only the next morning some of the side effects of having my DeLorean displayed in the indoor festival area. In one corner of the tent, deep-fried fish and chips were being prepared and served and the penetrating odor of deep-fried fish had gotten into my car (which was displayed with the door open of course). It took some effort on my part to clear out the smell in my car, and I am still working on it.



Interior Preservation Tip

by Melinda Mathiesen

After prolonged storage over the moist winter months, chances are your DMC will have accumulated a dank musty feel from the high humidity, cool temperatures, lack of use, poor sealing doors, and use with wet feet. If you've ever had the windows of your DMC fog up on the inside during the cool winter months, your car's interior is in need of drying.

A simple trick is quite effective in drying up the atmosphere in your DMC and could be done on a regular basis to help preserve the interior of your car. The technique is the same as is used in preserving precision instruments as well as in drying and preserving flowers.

Purchase a can (½ to 1 gallon is fine) of silica sand from a craft store (it's used in drying flowers) and follow the directions on the can for drying the material (the sand that has indicator crystals is easiest to use). I usually dry it in a pyrex pan in the oven under low heat until the indicator crystals show the moisture is driven from it. After the sand cools sufficiently, place the pan with the sand in your car and close the doors. Re-dry the sand and repeat the procedure as necessary until the musty atmosphere is gone or until the silica sand stays dry for long periods of time before needing to be re-dried.

Drying the interior of your car will not only help preserve it, but will give it a less musty atmosphere when it comes time to enjoy it on your next drive.



Message from your Coordinator

In the interest of promoting social association between the members of Chapter 41, I am considering publishing a Chapter 41 membership list in an upcoming newsletter. If you have particular concerns or wishes regarding such a move, please get in touch with me either by phone or mail. Also, should you wish to remain anonymous, please also contact me so that I can be sure your name is not listed inadvertently.

As the DeLorean Owners Association does not currently provide membership information of any kind to its local chapter organizations, I am having difficulty discerning willing recipients of the Chapter 41 Newsletter from those who may consider this newsletter unsolicited junk-mail. In an effort to resolve this and to control newsletter costs, I will be restricting newsletter circulation to those who I know are actually interested in receiving it. If you wish to continue receiving the periodic Chapter 41 Newsletter and you have not had contact with me in a while, drop me a line or give me a call to let me know.

With this issue, the Chapter 41 Newsletter is expanding its scope slightly by introducing commercial advertisements. Personal advertisements of DeLorean related items are still complimentary to Chapter 41 members while commercial advertisements of DeLorean related goods and services are printed at a negotiated rate and at my discretion. It is my hope that DeLorean related commercial advertisements are beneficial for those members seeking such goods and services. If you find them detracting please let me know so I can make appropriate adjustments.

Tech Notes

by Knut Grimsrud

In the last issue I promised to start a series of articles on rear suspension restoration. Alas, due to various work pressures, I have not yet had the resources to make major progress and will postpone the series for an issue or two until I have more experience-based advice to give. In this issue, I will instead cover a variety of common DeLorean ailments, some of which you may currently be plagued by. Note that I am not a substitute for good judgment on your part and will in no way be liable for your damaging your DMC or yourself.

Fuel Delivery System

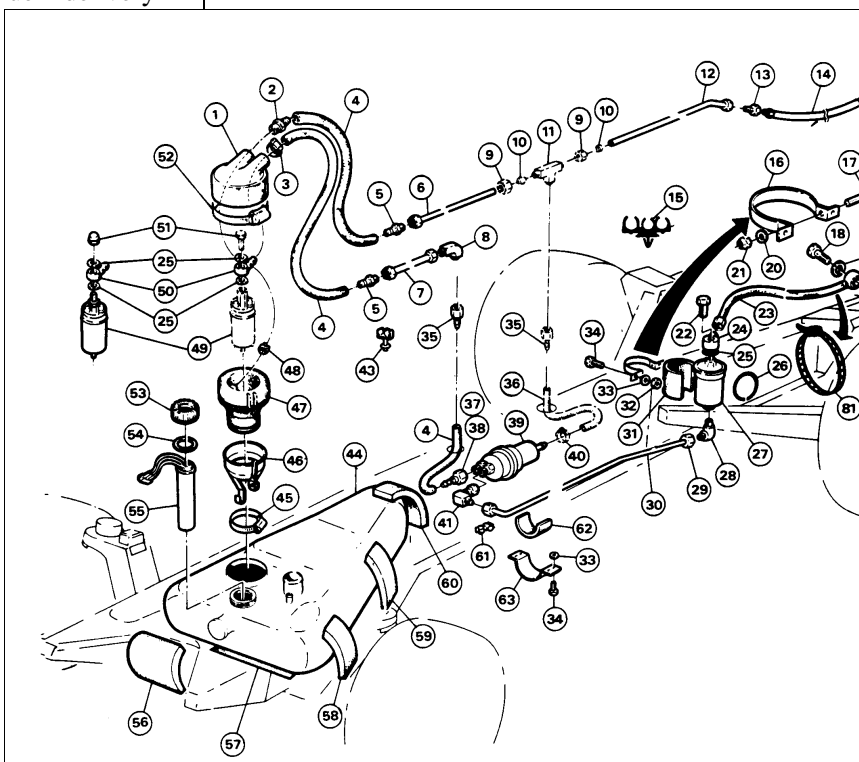
Aside from the much-discussed fuel system contamination problem that plagues many DeLoreans that have been stored improperly over the years, the DeLorean suffers from a common fuel system ailment. Symptoms of the ailment include hard starting when the motor is warm, especially after it has sat for a couple minutes. The hard start problem persists until the car has cooled off at which time it starts right up and runs normally again.

Before discussing the problem and solutions in detail, some background information on the DeLorean fuel system is in order. The fuel injection system (of which the fuel delivery subsystem is an integral part) is a Bosch K-Jetronic configuration with lambda control. I found the book *Automotive Electric/Electronic Systems* published by Robert Bosch GmbH (ISBN 1-560 91-596-X) to be useful in explaining the various Bosch systems found in the DeLorean.

Starting at the fuel tank (44), the high pressure fuel pump (49) pumps the gasoline at a pressure of about 75psi but at a rate of only about 1.8 pints per 30 seconds. At the top of the fuel pump (integrated into the pump in most cases, and a separate unit in others) is a check valve that

prevents fuel from re-entering the tank through the pump.

The fuel passes down the fuel line in the center of the frame to the fuel accumulator (39). The accumulator is located in the middle of the frame practically beneath the center console between the two seats and is accessible from the bottom of the car through a small access hole. The fuel accumulator is essentially a pressure reservoir and consists conceptually of a diaphragm with a spring on the backside. The fuel pressure compresses the spring and this action not only smoothes out pressure surges in the fuel delivery system (just like your suspension springs smooth out the bumps in the road) but also maintains pressure in the fuel delivery system after the



pump is shut off. In the DeLorean, the fuel system rest pressure is close to 50psi and the minimum pressure after sitting 10 minutes is about 25psi.

After the accumulator, the fuel passes through the fuel filter (27) before leading to the fuel distributor and injection system (not shown). The fuel filter performs the expected function and is easily visible as a silver canister mounted underneath the car on the driver's side toward the back of the car (near the driver's side trailing arm bolt area). Because of the system pressures involved and the rest pressure maintained by the fuel accumulator, caution should be taken when working on the fuel system to avoid having fuel sprayed in your eyes and face – especially when replacing the fuel filter.

It is beyond the scope of this newsletter to cover the fuel injection system, so this will be glossed over. The fuel distributor distributes the delivered fuel to the fuel injectors which open at a pressure of about 55psi. The injection system controls the fuel system delivery pressure by returning excess delivered fuel through the return lines back to the fuel tank.

Now back to the original problem – hard starts when the car is warm. The fuel line runs through the center of the frame and for much of the length of the car is routed near the coolant hoses and pipes. The fuel lines are effectively warmed by the coolant system, and if it weren't for the high rest pressure maintained in the fuel system, the fuel in the lines would evaporate leading to a vapor-lock condition. The warm hard start problem is often caused by the fuel system failing to hold its rest pressure causing the vapor lock condition. Once the car cools, the fuel in the lines condenses and your car starts right up again. Also, as long as the car is running and the fuel pump is operating, there is no problem since the pump maintains the system pressure.

There are several reasons why the fuel system rest pressure may be lost. First, the check valve at the top of the fuel pump can fail thereby allowing rest pressure to be lost by having fuel

simply escape back into the tank. Some reliability problems with the fuel pump check valve have been encountered, and I believe there was a slight change in the DeLorean production to correct this common problem.

The fuel system accumulator whose task it is to maintain the rest pressure may also fail. Because of the poor access to this unit, replacing it can be quite cumbersome and you should anticipate spilling some fuel (it's a good precaution to wear safety glasses when working on the fuel system), skinning your knuckles, and cussing a bit.

Finally, fuel delivery pressure may be lost due to leaking injectors allowing fuel to flood into the engine or a malfunctioned fuel pressure regulator allowing fuel to escape back down the return line. My impression is that these components rarely fail and they are also likely the most problematic in servicing.

Sporadic Electrical Problems

In the words of Doc Brown, "this sucker's not nuclear, it's electrical!" Unfortunately, the DeLorean's heavy reliance on electrical components can also be it's Achilles' heel. Common electrical problems range from poor starting performance to sporadic instrument readings. Rumour has it that as the first shipments of DeLoreans arrived in California via boat, the receiving crew supposedly had a hard time since the cars were all locked and nearly all the cars had dead batteries (my car's door locks work even with a disconnected battery).

The underpowered Ducellier alternator was quickly identified as one potential source of electrical problems and as of VIN 4539 it was replaced with the more powerful (and more reliable) Motorola unit. Even so, electrical problems are commonplace with the DMC-12. One common source of a myriad of electrical problems is a poor ground connection at the negative battery terminal.

The battery negative terminal is grounded to the frame of the DeLorean. No other connections are made to the negative terminal of the battery, so all the electrical systems in the DeLorean rely on a good connection between the negative battery terminal and the frame.

A poor ground connection may lead to a variety of symptoms including the impression that the battery is always flat since the car does not turn over readily when starting (this may also be due to an old battery), poor battery charging, sporadic instrument readings, system voltage variations, strange electrical system behavior as heavy electrical consumers (such as the cooling fans or headlights) turn on and off and unusual behavior in wet weather.

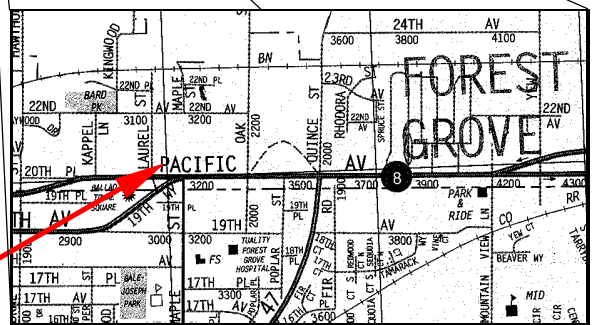
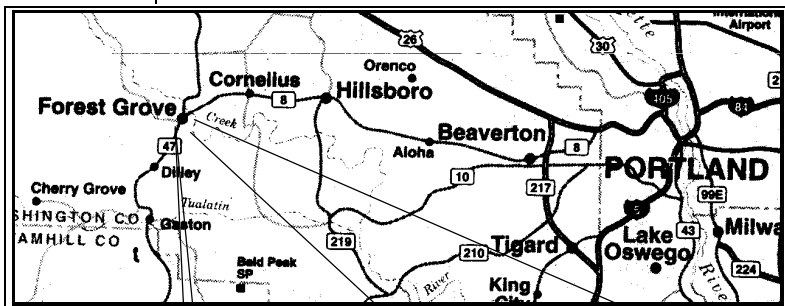
The ground connection has a tendency to corrode due to relatively large electric currents flowing through it (electro-corrosion), its exposure to the elements, and due to normal corrosion processes. As the connection corrodes, it no longer provides a good electrical connection between the battery and the car's frame thereby affecting all the car's electrical systems.

The battery ground connection is made to the frame of the car on the passenger side near the trailing arm bolt connection. The trailing arm is the long suspension member that attaches to the rear wheel hub assembly and extends forward connecting to the frame under the metal splash shield. As necessary, remove the splash shield (I have noticed that many cars are missing the metal splash shield over the trailing arms) and identify and follow the heavy black grounding cable that comes out of the fiberglass tub to its connecting point. Unbolt the lug from its connecting point and clean it well. I used a wire-wheel attachment to my Dremmel tool and some Scotch Brite to clean the terminal. Clean or replace

the hardware used in attaching the lug to the frame. Also clean the frame area where the hardware and lug connect. Corrosion (rust) of the connecting point will affect the quality of the ground connection. Also the connecting point should not be painted as paint acts as an electrical insulator.

Some electronics stores advertise contact-enhancing fluids and sprays and you might try these if so inclined, but they should not be required for a good connection. After ensuring a good frame ground connection, finish the job by also cleaning your battery's terminal posts.

Incidentally, while you are in the area of the trailing arm bolts, you might check the integrity of these critical bolts which have a tendency to fail under normal use. I will cover more on the trailing arm bolt saga in the next issue.



Foreign Car Specialists
3127 Pacific Avenue
Forest Grove
357-7049 (Chris Myers)

Chapter 41 Events Calendar

Spring Tech Session sponsored by Foreign Car Specialists

Date: Saturday, April 19 10:00am
Foreign Car Specialists
3127 Pacific Avenue
Forest Grove
357-7049 (Chris Myers)

Please RSVP to Knut so that Foreign Car Specialists can make suitable arrangements.
Come prepared with your worst DMC problems for diagnosis by the expert.
You need not bring your DMC in order to participate in Chapter 41 events.

Upcoming events (see complete '97 events calendar in previous issue)

Sunday, May 18	Spring wildflower rally to St. Helens visitor center
Saturday, June 21	Tech session & pressure wash w/ PNDC in Olympia
Sunday, July 6	Tour of Heirloom Roses
Saturday, July 26	Rally to Nehalem and BBQ



We're Baaaaaaaack!

After a long struggle through divorce wars, Specialty Automotive is coming back. For those who don't know, since 1986 I have been supplying DeLorean owners worldwide with genuine new and used parts plus quality

replacement pieces and our own engineered improvements. If you're tired of rude treatment and high prices, give me a call. I have over 10,000 new parts in stock, plus access to the Ohio warehouse and many other sources. I can show you how to replace your pesky door lock solenoids with modern actuators; update your cooling fan circuit for very little cost; and even open your doors by remote control. And at long last we are able to offer DeLorean repair. In partnership with longtime DeLorean owner and ASE certified mechanic Mike McDonough, we can install that new engine or do most other major repairs, restoration, or general updating.

Open now on a limited basis. Full access to the shop and parts by 7/1, possibly before. Evenings and weekends are the easiest times to catch either of us. Give us a call.

Parts: Darryl Tinnerstet	(360) 786-0243
Repair: Mike McDonough	(360) 786-9522

For Sale & Wanted

Personal advertisement of DeLorean related items is provided as a service to Chapter 41 members free of charge. Commercial advertisements are at a negotiated rate.

Wanted: Performance components for PRV6 ground-up rebuild.

*Contact Knut H:649-8053
W:264-8419*

Wanted: DeLorean with damaged or missing engine for restoration project.

*Contact Knut H:649-8053
W:264-8419*
